Fair; slightly warmer.

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the either electricity or compressed air for steam.

The upshot of the whole conference was that the Manhatian Elevated Road committee prom-ised to put their schemes in writing between now and next Thursday, and upon that day, when the Commission will sit acain, to submit these in the form of a formal application for the consent of the Commission that the roads be

can protect the interests of the city in this par-ticular field as well as I, and at far less incon-

FOUR FIREMEN INJURED.

Roof of a Burning Stable Caves In Conch-

man Harper's \$1,500 Naved.

The extension to the brick stable of Isanc

last evening, and Henry Settler, a neighbor,

When Engine Company 52 of Riverdale ar-

he rang a special alarm for Engine 48 of Ford-

ham. The water was at low pressure and only

stacted in the hay and feed on the second floor.

room."

The fireman grabbed the box and threw it out of the window. As he did so the door caved in. The tin box contained \$1,500, all of Harper's

MAGOWAN AND MRS. BARNES.

The Treuton Man Returns a Marriage

License a Friend Had Secured.

CHICAGO, June 4. Frank A. Magowan, the

wealthy Trenton, N. J., manufacturer, who got

into trouble about a year ago because of his

love for Mrs. Ellen Barnes, who was the wife of

one of Magowan's employees, secured a license

Shortly before the County Clerk's office closed this evening Magowan returned the license which authorized him to marry Mrs. Barnes, saying he had "no use for it." It is thought that they may have gone to Milwaukee or some other city in Wisconsin where no license is

NAVY YARD CHANGES.

Rogers Takes Command of the Massachu-

setts-Higginson Captain of the Yard.

Capt. Fred Rogers, who has been Captain of

the Brooklyn Navy Yard since October, 1893,

the Brookiya Navy Fard since October, 1893, will be detached to-day. He will assume command of the new battle ship Massachusetts, and will be succeeded as Captain of the yard by Capt, Francis F. Higginson, who served in the same capacity at Mare Island. Capt, Higginson has served fifty years in the navy.

Chicago Reaching Out for Two Millions.

CHICAGO, June 4. The Rock Island road suc-

seeded in reducing its time between Chicago and

Rock Island yesterday afternoon, making the

"Help! Help!!" Cries the Patient !! "All right," answers the smart doctor who gets pre-scriptions filled at kiker's, where drugs and medi-cines are always pure and fresh, being constantly re-newed on account of big business. 8th av., corner 25t at. 4de.

ary for marriage.

Island to Chicago.

the fire bix, rang an alarm.

AUSTIN CORBIN KILLED. IHROWN FROM A CARRIAGE ON

HIS ESTATE AT NEWPORT, N. H.

His Coachman Also Killed and His Grandcon, Corbin Edgell, and Br. Paul Kunster, Seriously Injured-Horses, Driven for the First Time Without Blinders. Became Frightened-Occupants of the Carriage Thrown Down sulEmbankment and Againsta Wall-Mr. Corbin's Career.

NEWPORT, N. H., June 4 .- Austin Corbin, the millionaire banker and financier of New York. and his coachman were killed as the result of s rapaway accident here this afternoon. A young grandson of the banker, Corbin

Edgeli, and Dr. Kunzler, the latter an intimate friend of the family, were in the carriage and were seriously injured.

Young Edgell's leg was broken and he was badly cut and bruised otherwise. Dr. Kunz-ler's injuries are supposed to be of an internal

The party started on a fishing trip about 3 o'clock. On going out of the yard at the Farm House the horses shied, tipping over the carriage and throwing the occupants down an em-bankment about eight feet against a stone wall. The accident was due to a pair of green horses

attached to the carriage taking fright. The coachman held the reins and the horses were being driven for the first time without biinders.

Mr. Corbin's family saw the accident from the

piazza, and hurried to his assistance with the farm help. Mr. Corbin was the first picked up. His skull was fractured and his face bruised and bloody. The coachman was found dving. Young Edgell and Dr. Kunzier were uncon-

The victims were quickly removed to the family residence, and calls were sent in every

direction for physicians.

[Drs. Tolles and Upham were among the first to answer the response. Drs. Cain and Stickney of Newbort were also present, and later other physicians came.

Mr. Corbin's condition from the outset indi-

cated that he was beyond all aid. There was a fearful scalp wound four inches long on his forehead, the flesh being torn from

On the right side of the head there was a wound about three inches long, and the skull was fractured. His right leg above and below the knee was badly fractured.

Stokes's skull was fractured and he bled internally. He never regained consciousness, and passed away about 6 o'clock. Dr. Kunzier and young Edgell regained con-

sciouspess about an hour after the accident. Dr. Kunsier was able to state briefly that the horses became unmanageable soon after turning the corner of the driveway leading to Newport. He recalled the determined effort of Stokes to hold the horses under control and the animals

fright and final bolt. The scoldent came so suddenly he thought no one in the carriage had any idea of the danger that threatened until it was all over.

He attributes his own as well as Edgeli's es-cape from death to a sort of miracle. His injuries, besides a severe shaking up, consist of a broken arm and a sprained ankle. Young Edgell's fractured leg was carefully treated. His experience was similar to that of

Although faint hopes, if any, were entertained for the recovery of Mr. Corbin, everything pos-sible was done whereby his life might be prolonged or ultimately saved.

Medical assistance was summoned from

It appears that when hitching up the horses

he gardener cautioned Stokes not to leave off Mr. Corbin, it is also stated, was not insensiple to the gardener's caution, but, as he was a lover of pure-bred horses and had

all the confidence in the coachman, he too, paid little heed to what was said. So anxious was the gardener, however, that as the carriage left the grounds he gave Stokes caution to look sharp after the gorses, which were not used to open bridles. The horses were only recently purchased by Mr Corbin, and he knew little about their qualities for driving purposes The death of Mr. Corbin has cast a gloom over

the entire community, by whom he was held in the highest respect.

He was in the habit of spending a considerable portion of his summon here with his family, and ass always shown a personal interest in all that pertained to the welfare of the town and its people. Stokes, the unfortunate coachman, had peen long in the employ of the family and was regarded as a mast capable man in his calling.

The condition of the injured late to-night is as comfortable as can be expected. There is hardly any doubt of their full recovery. General Superintendent W. H. Blood of the Long Island system of the New York and New

England Railroad as soon as he learned of the accident to Mr. Corbin had a special train consisting of a sleeper and a locomotive made eady to leave the Grand Central Station with surgeons. He tried to get Dr. Bull, but the Ducor had gone to Europe, and he secured Dr. Hnnry F. Walker, and several oth-They left on the special at 8:25. The track was cleared for them, and at 0:55 P. M. they were at New Haven. The train rattled into Hartford at 10:30. spatch waited there for Superintendent Blood saying that Mr. Corbin was dead. The train then started back to this city, where it was due at 2:30 this morning.

Mr. Corbin's partner, Mr. Edgell, had left for Newport before the special train started.

AUSTIN CORBIN'S LIFE.

A Brief Sketch of the Lawyer and Finan--What He Did for Long Island.

Austin Corbin was born in Newport, N. H., in 1837. His father was a lawyer in the town and wanted to make a lawyer of the son, and sent him to Kimbali Academy at Meriden, N. H. After graduation from the academy roung Corbin carned money enough to pay his way through Harvard Law School, was graduated there with honor, and went back to to pract so law. This was in 1849. He went out to Davenport, Is., a couple of years later and practised law

three years later. This fact gave the concern great prestige. Mr. Corbin organized at Davenport the first national bank in the country under the National Currency law of 1863 The bank was very successful, and in 1865 Mr. Corbin came to New York with a fine fortune for those days. He founded here the Corbin Banking Company. Its office was a little room in the rase of 170 Broadway, and its only employee for a long while was an office boy, all the work being done by the banker himself. His acquaintance through the West brought him s great deal of business in the East and he pros pered here as he had prospered there. He lent

a great deal of money on Western farm mort-gages, which were then glit-edged securities. He began investing largely in the stock and bonds of the Indianapolis, Bloomington and Western Railroad, and when that road got into difficulties he reorganized it successfully. This was one of his first railroad ventures. He was made President of the reorganized road, and he

made President of the reorganized road, and he set about learning the railroad business from the smallest detail of the mechanical department up. He learned every one, and liked railroading better than banking.

In 1873, while Mr. Corbin was spending a week in the neighborhood of Coney Island, he became interested in its possibilities as a summer resort and began boying property there. In three years' time he got possession of a large part of the island, and then he built a railroad to it and a great hotel on his property. He had the secret of successful advertising, and his hotel and his railroad immediately became popular, and the natural attractions of the island began to be realized by other men of money. But Mr. Corbin was ahead of all, and had irrst call out the secret of successful advertising and irrst call on the same of the secret of successful advertising and his hotel and his railroad immediately became popular. to be realized by other men of money. But Mr. Corbin was ahead of all, and had first call on about everything there was to sell. He kept on improving the property, and it became immensely valuable.

improving the property, and it became immensely valuable.

It was a few years later that he began moving all Long island ahead. He went away down on the island and built himself a summer home. To get to it he had to travel on the Long Island Raliroad, and the trains dight'run to suit him. He saw the possibilities of development on the island, and he set out to do the developing. He first got control of the raliroad, and them he encouraged the building of homes. He improved the service and enabled people to get to interior points in reasonable time, so that it was possible to live there and work in New York city. Whenever competition was threatened by the building of other roads he cut it off with new lines of his own or improvements on old lines. The sleepy towns grew and became prosperous. The whole island was revived from a sleep that might have lasted until now if Mr. Corbin had not got hold of the raliroad. The road, which was in the hands of a receiver when he got it, was on a paying basis in two years' time.

railroad. The road, which was in the hands of a receiver when he got it, was on a paying basis in two years' time.

Mr. Corbin became connected with many other railroads. The Elmira, Courtlandt and Northern was one of his. He took hold of the Philadelphia and Reading, and for a number of years was its President. He was also President of the New England Railroad, Besides his railroad schemes he was interested in any number of other business enterprises, most of which added to his great fortune. One of his latest projects, and the one in which he was most interested, was the establishing of a great line of ocean steamers to run between Montauk Point, Long Island, and Milford Haven, England. The distance of water travel was so shortened that fully twenty-four hours was to be saved on the journey from New York to London. Mr. Corbin had great confidence in the success of this project and he wrote one or two magazine articles about it. He tested his engines and his whole railroad equipment to see how fast runs he could make from Montauk Point to Long Island City. How far he had gone toward carrying out his plans in this line is not now known except to his business associates.

Mr. Corbin had a project for the connection of the Pennsylvania and Long Island railroads by means of a tunnel road under the North and East rivers, from Jersey City to Atlantic avenue, Brooklyn. Two companies were chartered, one in New Jersey, the other in New York. The first, the New York, New Jersey and Eastern Railroad Company, was authorized to construct a tunnel from Jersey City or Hoboken, under the North River, to a point on the boundary line between New York and New Jersey. The second, the New York and New Jersey. The second, the New York and New Jersey Indirground Railway Company, was authorized to construct a sunnel from Jersey City or Hoboken, under the North River, to a point on the boundary line between New York and New Jersey. The second, the New York and New Jersey Indirground Railway Company, was authorized to construct a tunne New Jersey Underground Railway Company, was authorized to construct a tunnel from Flatbush and Atlantic avenues, Brooklyn, under the East River and New York city to a point on the New York and New Jersey boundary to connect with the other tunnel. Mr. Corbin's scheme also contemplated a branch tunnel to the Battery from his Brooklyn terminus, and at one time there was talk of an underground road up West street in this city. These two companies were consolidated in May, 1893.

Medical assistance was summoned Dr. Boston, and of those summoned Dr. Cilley arrived early in the evening. Austin Corbin, Jr., son of the millionaire, who was in New York, was informed of the accident by telegraph. He at once left for the bedside of his father on a special train.

As the evening hours ran on it became evident that Mr. Corbin was sinking and that his death was only a question of a short time. Gathered at the bedside were his wife, her daughter Annie, and Mrs. Edgell, another daughter. Young Edgell, the grandson, aithough suffering himself from his hingles, was also present.

Austin Jr. told him that what they needed was room and awild country, and Mr. Corbin began thinking about the mountains of New Hampshire. Around Newport, he thought, was the very place, and he sent his agents to buy all the country round. He got a good acre, and then the people learned what it was worth, \$50 \tau\$ 10 an acre, and then the people learned what it was warned for and that the man who was buying was rich, and they put the price up to \$55 or Injuries, was also present.

All the members of the family except Austin Corbin, Jr., and Mr. Corbin's son-in-law, Mr. George Edgell, were present. Mr. Edgell is on a business trip in the West.

The millionaire graduaity grew weaker until he passed away at 9:42 P. M. Young Mr. Corbin harrived on his 'special train shortly before 11 o'clock, but too late to see his father alive.

From all that can be learned relative to the ause of the accident it appears that it was due in a measure to the fact that Stokes, the coachman, refused to heed advice not to drive the norses with open bridies.

It appears that when hitching up the horses

Agre, and then the people learned what it was was red to the fand that the man who was buying was rich, and they put the price up to \$150 or \$100 an acre. The agents kept right on buying was rich, and they put the price up to \$150 or an acre. The agents kept right on buying was rich, and they put the price up to \$150 or an acre. The agents kept right on buying was rich, and they put the price up to \$150 or an acre. The agents kept right on buying was rich, and they put the price up to \$150 or an acre. The agents kept right on buying was rich, and they put the price up to \$150 or an acre. The agents kept right on buying was rich, and they put the price up to \$150 or an acre. The agents kept right on buying was rich, and they put the price up to \$150 or an acre. The agents kept right on buying was rich, and they put the price up to \$150 or an acre. The agents kept right on buying was rich, and they put the price up to \$150 or an acre. The agents kept right on buying was rich, and they put the price up to \$150 or an acre. The agents kept right on buying was rich, and they put the price up to \$150 or an acre. The agents kept right on buying was rich, and they put the price up to \$150 or an acre. The agents kept right on buying was rich, and they put the price up to \$150 or an acre. The agents kept right on buying was rich, and they put the price up to \$150 or an acre. The agents kept righ

Wheeler of Newport, his native town. She survives him.

His eldest daughter, Mary, married Bené Cheronnet Champoillon, a grandson of the great Egyptologist. She died in Paris in 1892, and her husband is dead also, They left a son, André, who is being edincated in this country. Mr. Corbin's daughter Isabella is the wife of George S. Edgell, Mr. Corbin's partner in the Corbin Banking Company. Another daughter, Annie, is unmarried. The son, Austin Corbin, Jr., is a student at Harvard.

THEY STILL WANT TO JOIN US. Annexation Resolutions Passed by the Hawaitan Legislature.

HONOLULU, May 28, via San Francisco, June 4. Resolutions in favor of annexation to the United States have been unanimously passed by both Houses of the Legislature. It is merely a

repetition of former action.

President Dole, referring to the financial and political condition of the islands this morning. said: "The extraordinary expenses of last year growing out of the insurrection and cholera a time exhausted the surplus of the current revenue, and the Legislature is now completing a provision which will undoubtedly yield a large surplus over all appropriations. A new loan of \$800,000 will be placed on the Honolulu market at five per cent." In conclusion he said:
"At no time since the revolution of 1893 has

there been such an absence of political unrest as there is to-day, and there is no appearance whatever of uneasiness among the Hawalians.

ENGLAND THREATENS HAWAIL

Makes a Peremptory Demand that Volney Ashford Be Allowed to Return. San Francisco, June 4. - Advices from Honolulu state that President Dole has received a peremptory demand from England to allow Volney V. Ashford to land on Hawailan terri tory. Ashford and his brother Clarence took an active part in the revolution of 1895 and

were exiled. It is understood that President Dole has replied to the demand, refusing to allow Ashford to land. In close official circles it is believed a British man-of-war will come and Ashford will be landed, without respect to the wishes of the Government.

The Hawaiian Government will remain firm in the matter, and will probably appeal to the United States for aid. The Ashford brothers are at present in this

city, Volney Ashford being quite ill. DIED IN THE SIREET.

Dr. Burke's Patient Expires Soon After Cetting Ills Prescription.

An elderly man, whose name is not known, fell dead in Lexington avenue at Twenty-eighth street last night. His death was due to heart a couple of years later and practised law there until 1854. In the meantime he had made friends with a banker named Macklot, and in 1854 they formed the banking firm of Macklot & Corbin, the only institution of the kind in the city which didn't suspend payment in the panic

RAPID TRANSIT NEARER

MANHATTAN'S PLANS LAID BEFORE THE COMMISSION.

Map Showing the Rontes Proposed - Formal Application to Be Made Next Week-Mr. Gould Says Electricity or Com-

pressed Air May Soon Be Employed, The special committee of Manhattan Elevated Railroad directors met the Rapid Transit Railroad Commission yesterday at the Commission's rooms in the Home Life building, and laid before the Commission a man showing proposed extensions of the elevated railroads. Those present were Mayor Strong, Commissioners Alexander E. Orr, John H Starin, William Steinway, John H. Inman, and John Claffin and their counsel, Edward M. Shepard, and Albert B. Boardman, George Gould, Russell Sage, and Robert M. Gallaway representing the Manhattan road; F. B. Thur er, representing the Board of Trade and Transportation, and a number of other inter-

Mayor Strong shook hands with Mr. Gould and Mr. Sage in the antercom, and then the whole party went into the meeting room and closed the doors. The meeting lasted more than two hours and was harmonious throughout.

Mr. Gould was the principal spokesman for the elevated railroad committee. He said that he and Mr. Sage and Mr. Gallaway had been authorized to confer with the Commission regarding an extension of their lines to meet the demands for better facilities for city transit. and that he had brought with him a map showing certain new routes and additional tracks upon existing routes which he desired to lay before the Commission as a basis for discussion.

These routes and plans, he explained, were purely tentative and subject to all such alterations as might be agreed on as desirable after the discussion then in hand was over.

He then spread before the Commission a mar of the city upon which these proposed extensions and changes were shown in connection with the present elevated railroad lines.

As these were pointed out Mr. Gould explained the purpose to be accomplished by each for the benefit of the public. The first new line which was shown on the map, beginning down town, was one to connect all of the principal North River ferries. It would begin at the Battery place station of the present west side route and run along West street to Little West Twelfth street, then to Tenth avenue and up Tenth avenue to Twenty-third street. This would be a two-track structure. Across its terminal at Twenty-third street and Tenth avenue it is proposed to run a two-track span which would begin at the Twenty-third street which would begin at the Twenty-third street ferry, where the Pennsylvania and Eric rall-roads are now building new ferry houses, and run to Ninth avenue, where a connection would be made with the present Ninth avenue line.

Another two-track spur would start from the West street line at the Christopher street ferry and run along Christopher street to the Eightn street station of the Sixth avenue road, where it would join that road. This branch would also connect at its crossing with the Ninth avenue road at Christopher and Greenwich streets. By means of this new line and its branches. Mr. Gould explained, all the North River ferries from Twenty-third street south would be put in direct connection with the west side dievated roads.

Then to connect them with the east side roads.

would be put in direct connection with the west side circated roads.

Then to connect them with the east side roads and also to put passengers on the rast side and from Brooklyn in connection with the west side and its theatres and hotels and the shopping district, it is proposed to build a cross-town line starting from the Brooklyn Bridge entrance at the City Hall station of the Third avenue line. This would run up Centre street to Canal and westward along Canal street to West street, where it would join the West street line. This line would cross both the Sixth and Ninth avenue lines in Canal street, and would make passenger connections with them.

Then was explained how it is proposed to provide for a great increase of up and down traffic

GREATER NEW YORK TREMON & 4 > 0 5 0 0 H

MAP SHOWING PROPOSED ELEVATED HAILROAD EXTENSIONS.

[Heavy black lines show the new lines which may be built at once, and dotted lines the extensions which may follow soon. The additions to the present routes by third and fourth tracks are shown by add d lines on the map.]

on both the cast side and the west side, and to provide for express traffic. On the east side, and to provide for express traffic. On the east side, Mr. Gould said, they would make the Third avenue line a four-track road from Chatham square to the end of the Howery at Sixth street. Then the four tracks would merge into three tracks up Third avenue, and these would be continued to the Harlem. On Second avenue also, he said, it was proposed to lay a third track from Grand street to the Harlem lifter. The Second avenue road was built for speed, with much lighter grades than any of the other elevated roads in this city, and very fast trains could be run over its express tracks. It was said during the talk that trains might be run over these east side lines at a schedule speed of twenty-five miles an hour.

On the west side no change is proposed on the Sixth avenue line, but the Ninth avenue line would be provided with a complete third track from the Hattery to the bend at the high curve at 108th street.

From this bend a new two-track line is proat 108th street.

From this bend a new two-track line is proposed which should run westward to either Tenth avenue or the Western Boulevard and then north. Mr. Gould said it had not been determined whether this should be a tunnel road

SLANDERED HIS PATIENT.

through the heights or a surface road. His map showed this line laid out on the Western Boulevard to 135th street, where it took a diagonal course through New street to 144th street, turned into Tenth avenue, and continued to Fort George.

All of these lines and additions and one on the cast side, presently to be described. Mr. Gould said his company was ready to build at once, Besidesthese, he described two routes which he said the company would atand ready to build as soon as there was a decided need for them. The first of these was a two-track line which should branch out from the proposed Fort George extension at 162d street and Tenth avenue, where the Kingsbridge road comes in, and run out along the Kingsbridge road to the city line. DR. BALABAN FOUND GUILTY OF "DEGRADING HER MEMORY."

He Was Accused of Saving That Miss Nelson Died of a Criminal Operation-Jury Finds a Verdict of \$5,000 Damages -A Kitson-Playfalr Case on Long Island,

The trial of the Sorcerson-Balaban slander suit, Legun in the Ousens County Supreme Court before Justice William D. Dickey on Wednesday, ended yesterday with a verdict against Dr. Balaban. Mrs. Ida C. Sorcerson, a widow, of Ever-

and run out along the Kingsbringe road to the city line.

The second was an extension of the present ast side suburban line from its terminus at 175th street toward the city line to the north. To provide, however, for the growth and accommodation of the north side cast of the existing line, Mr. Gould said that his company was ready to build at once a two-track branch larring from the 149th street station of the si burban road and running to the Bronx River along the Westchester road. This road, he said, they would also extend when the need arose for it.

Probably much to the disappointment of a lot of croakers who had predicted that the concrete would spill upon demands which it was said would be made by Mr. Gould for protection from individual damage suits in case the greens, L. L. brought suit against Dr. Siegbert Balaban of 35 Palmetto street, Brooklyn, for \$10,000 damages for "degrading the memory of her deceased daughter," Clara Olivia Nelson, a handsome girl of nineteen years, who died on last Nov. 28. Miss Nelson was attended by Dr. Balaban,

said would be made by Mr. toolid for protec-tion from individual damage suits in case the Manhattan road were to undertake new enter-prises, there was no jar upon that point. Mr. Orr said after the meeting that he had asked Mr. Gould whether anything of that sort was expected. who, it was alleged by the complainant, told his wife and others outside the family that the girl died of the effects of a riminal operation. or something of the same nature. Mrs. Sorexpected.
"Mr. Gould said that he understood perfectly cerson and her daughter wept during the trial whenever the accusations against the dead girl were referred to. Dr. Balaban testified to his own behalf that

expected.

"Mr. Gould said that he understood perfectly that no one had authority to make any such guarantee." said Mr. Orr. "We expect to build these new lines and extensions with our own money, said Mr. Gould, 'and to pay whatever damages we have to."

"They expect, however," Mr. Orr continued, "to get the consents of the property owners along these proposed northern extensions. A few years ago they had consents for almost the whole of the Fort George route, and, although these have expired, it is probable that they could be got again. Mayor Strong assured Mr. Gould that he believed from what he had been told by the delegations of north side citizens who had been to see him that 95 per cent, of the property owners along the proposed line from 149th street to the Bronx liver would give their consents, and thus relieve the company of suits for damages.

"Mr. Gould also said that his company did not expect to be relieved of taxation on the new lines, and did expect to pay something to the city for the new franchises."

Mr. Sage declared his belief in a double-deck elevated railroad system. "I hope to see such a system built in this city before I die," he said with enthusiasm, "and I believe it would be the most perfect that could be devised. It would have all the advantages of light and ar, and would not disfigure the streets."

There was talk, too, anout the motive power of the near future, and Mr. Gould said that his people were expecting soon to be able to substitute either electricity or compressed air for steam.

The upshot of the whole conference was that when called to the sick girl he found her suffering from peritonitis, and when her mother asked what usually led up to the disease he named the various causes, one of which, if it had applied to Miss Nelson's case, would have gone to show that she was not a chaste girl. The Doctor denied, however, that he said

girl. The Doctor denied, however, that he said positively, as he was accused of saying, that the girl was suffering from the effects of a criminal obseration. Mrs. Sorcerson also charged that Dr. Balaban piled her daughter with insulting questions, and thus put her in an hysterical state, in which she remained until she died on the following day.

Mrs. Sorcerson raid she roon found that her nelebbors were talking about the manner of her daughter's death, and afterward learned that Dr. Balaban had circulated the glory based on his suspicious. The day after the girl's death an autopsy was performed by Dr. C. N. Barber of the Kings County and Brooklyn City hoseitals, assisted by Dr. William Browning. Dr. Barber testified at the trial that his examination, which was made in the presence of Dr. Barber testified at the trial that his examination, which was made in the presence of Dr. Barber testified at the trial that his examination, which was made in the presence of Dr. Barber testified at the trial that his examination, which was made in the presence of Dr. Barber testified at the trial that his examination, which was made in the presence of Dr. Barber testified at the trial that his examination, which was made in the presence of Dr. Barber testified at the trial that his examination, which was made in the presence of Dr. Barber testified at the trial that his examination, which was made in the presence of Dr. Barber testified at the trial that his examination, which was made in the presence of Dr. Barber testified at the trial that his examination, which was made in the presence of Dr. Barber testified at the trial that his examination, which was made in the presence of Dr. Barber testified at the Barber at the presence of Dr. Barber testified at the trial that his examination, which was a decidence of the presence of the former of th

made against the girl's character were wholly unfounded.

Andrew Johnston, an undertaker, of 188 Atlantic agence, who had charge of the funeral, testified that when he first went to Mrs. Sorcerson's house be net Dr. Balaban, who toldin in answer to his question that the girl's death was due to an immoral practice, but he would fix the matter up in the death certificate by representing it as a case of peritonitis.

Miss Jennie Nelson, a sister of the dead girl, corroborated her matter's testimony in detail. Prof. Carl Heck of St. Mark's Hospital testified in a general way in behalf of Dr. Balaban, telling the customs of physicians in esses like the one to which the Boetor was called.

The case was given to the jury at 3:30 The case was given to the jury at 3:30 o'clock yesterday afterneon, and a verilict for \$5,000 for the plaintiff was returned an

consent of the Commission that the roads be built. That ended the conference, and, after the Manhatian people had withdrawn, the Commission took up regular business.

Mr. Our presented a letter of resignation from Commissioner Seth Low. Mr. Low wrote that he had undertaken the work or alapid Transit Commissioner at the urgent invitation of the Chamber of Commerce and in the hope that an adequate solution of the rapid transit problem might be reached. Since the decision of the Appellate Division of the Supreme Court was made public that hope was disappointed. "It only remains within the power of the Commission," he wrote, "under existing conditions, to do what may be possible to increase the rapid transit facilities in the city by some colargement of the elevated rallrand system. Other can protect the int-rests of the city in this parcan. for Sacon for the plantin was returned as hour later.

August it. Wagner was concisel for the de-fence. The prosecution was conducted by J. Edward Swanstrom.

Dr. Sleghert Halaban is an undersized man, as years old. He has been a physician in active tractice for fourteen years, He is a graduate of Heldelberg University. Germany.

REJECTS THE KAISER'S GIFT. M. Herbette Will Not Accept the Decorn-

the dar deid as well as I, and at far less become venience."

There was a letter signed by Dr. Lyman Abbott, Albert Shaw, Felix Adler, Jacob Schiff, Occar Straus, and J. Kennedy led driging the C minissioners to stick to their guns and to modify their plans and routes enough to get them adopted anyhow and build a read with the city's money. Chief Engineer Parsons also wrote a sort of farewell letter, in which he gave a resume of his work and said the total cost of it had been but \$41.470.20, which was considerably less than the cost of the similar work for the much smaller road now being built in Boston. The Commission adjourned after aption of the Red Lagle. Loxpox, June 4. The Circuicle will to-morrow publish a despatch from Paris saying that M. Herbette, the retiring French Ambassador at Berlin, has refused to accept from Emperor William the profered decoration of the Red Engle, because as a Grand Cross of the Legion the much smaller road how being built in Fos-tion. The Commission adjourned after ap-proving the fees charged by the extert wit-nesses called before the Codett Commission and disapproving of the charges made by the stenographer of that Commission. of Honor he is entitled to a higher decoration.

M. Michette's recall from the German capital was due to the fact that he had rendered himself obnusious to the Emperor and the German officials with whom he came in contact. great is the repugnance felt toward him by the Emperor that his Majesty has of late refused to attend any function where he would be comrecled to meet him.

Duryit, was discovered to be on tire at 7 o'clock. CABLE CAR'S CYCLE FICTIM DEAD. who, like the other villagers, carries a key to Tattoord on His Arm.

rived, Foreman Barber saw that his men would run down by a Columbus avenue cable car at Sixty-fifth street on Wednesday morning, died have some difficulty in putting out the fire so yesterday afternoon at the Roosevelt Hospital The immediate cause of death was a fracture at one hose could be turned on the fire, which had the base of the skull. He did not recover consciousness after he was run down.

Four of the men of the Riverdale engine were Mr. Hazelton was employed as night watch-man in Hewman's Ricycle Academy at Fiftyordered to get on the second floor and tear out the burning woodwork with their picks. The third street and Broadway. He went on duty men got to work on the second floor as the Ford-ham engine arrived. Shortly after the tar root of the barning building fell in on the four fire-men. The heavy roof caused the second floor to give way and, when it fell, two of the brick wails caved in, burying the firemen in the at half-past 10 at night, and usually went home at it o'clock in the morning. He was on the way to his home when the accident occurred. His family was not notified of the accident until about 3 o'clock yesterday morning. The delay was the fault of the hospital augive way and, when it fell, two of the briek walls caved in, burying the firemen in the roins.

Their companions went to work quickly to extricate them and soon due the four men out of the mass of brick and dirt. All four men were more or less burned. One of Patrick Glynn's ribs was also broken. Peter Gillan was injured internally. William Musler received a contusion of the back and was not on the head and body. Thomas Coffey's right leg was sprained and he also received a scalp wound. The injured iremen were removed to the Fordham Hospital. The fire was easily extinguished after the building had caved in. The damage is \$7.000.

Mr. Johnson's coachman, Henry Harper, started for the railroad station with a carriage a few minutes before the fire was discovered. While waiting for his employer's son at the station Harper was informed that the stable was after. He lashed the norses into a run and started for the building. As he reached it he jumpel off his box and shouled to one of the firemen on the second floor of the building.

"For God's sake, save the tin box in my room." about 3 o'clock yesterday morning.
The ci-lay was the fault of the hospital authorities. The cable car's victim's full name was tattoord on his left arm, yet no report of the tattoord name was made to the police until many hours after its discovery.

A BICYCLE BROKE UP THE ROME,

She Took Lessons from Her Husbaud's Friend, and Then Rode Off to Stay. Walter C. Thomas of Jersey City, who is in

the service of the Pullman Palace Car Company, has begun a suit for divorce from his wife, Bertha. The couple were married on Oct. 1887 and they lived happily together until May 5 last, when Mrs. Thomas suddenly disap-

Mr. Thomas attributes the breaking up of his home to a bicycle. A few months ago Mrs. Thomas got the bicycle fever, and her husband bought a wheel for her. Then she had to learn

bought a wheel for her. Then she had to learn it. Mr. Thomas is not a wheelman, but he had a friend, Joseph R. Berm, who is an expert. Berm volunteered to teach Mrs. Thomas, and his offer was accepted.

Mrs. Thomas proved an apt pupil, and soon she and Berm were taking long spins together. Mr. Thomas thought they were passing too much time together and remonstrated with his ife. On May 5 Mrs. Thomas sent all the furniture to a storage warehouse, went away on her wheel, and never came back. Herm is named as co-respondent in the bill of complaint.

G. G.'S OFFER THE GOVERNOR (ID. to-day to marry Mrs. Barnes. Mrs. Barnes has just returned from Oklahoma, where she got a divorce from her husband, J. A. Barnes. Magowan was unable to be here in time, so Robert H. Winn of New York acted as his intermediary and made the necessary affidavit to get the license to wed. Shortly before the County Clarks. Will Sort Out His Greater New York Com mission for Him if He Likes. The Goo Goos had held themselves in for a

long time and the general public began to be lieve that they were really satisfied with the way government was being administered in the city, State, and nation. But they have broken out again. This time they want to advise the Governor whom to appoint on the Greater New York Commission. The Confederated Council of Good Government (Tubs has volunteered its services to for. Morton in this matter. It met at the rooms of Good Government Club A last Tuesday night and appointed a committee, of which Charles Stewart Davison is Chairman, to confer with the Governor and ask him to formish them with a list of all men who have been recommended to him for appointment on the Commission. The members of the committee were instructed to tell the Governor that the Good Government clubs have no candidates to recommend for appointment, but that they think they are beculiarly fitted to report on the relative merits of the different men whose appointment nas been recommended. Mr. Davison wrote the Governor a letter on Wednesday and made this handsome offer. out again. This time they want to advise the

Cruiser Columbia Joins the Fleet.

The United States cruiser Columbia arrived yesterday from Newport News and anchored off run of 181 miles in three hours and thirty-nine minutes, the fastest previous record being 3:42. When the time is reduced to three hours and thirty minutes it is proposed to annex Rock Tompkinaville, adding glory to the North At Tompeliasine, anonyting now of five splendid cruisers and the bottle-green ram Kataldin. The Columbia recently sank the Old Dominion steamship Wyanoke in Hampton Roads. She was slightly damaged herself above the water line, and has been undergoing repairs at Newport News.

Burnett's Vantila Extract

STRIKERS FIRE AT A CAR. A Motorman Fatally and a Conductor Seri

onsly Intured in Milwaukee, MILWAUKER, June 4.- Late to-night a car on the Howell street extension was fired into by an unknown party and Motorman John E. Breen

was fatally and Conductor Schwartz seriously injured. About thirty shots were fired, but who the would-be assassins were is not known, as the shot came from behind a clumb of bushes about six blocks from the city limits.

The car was riduled with bullets, and had there been any passengers in it the list of fatalities would have been much larger. The shooting is undoubtedly the outcome of the present strike.

INSULTED MARTINEZ CAMPOS. The Letter from Gen. Borrers That Led to

the Chattenge. Mapuin, June 4. The attempted duel between Gens. Martinez Campos and Borrero, which was prevented by the timely interference of the Captain-General of Madrid, who arrived upon the scene just as the principals were being placed in their positions by their seconds, is the

ensation of the hour. The Imparcial publishes the text of the letter written to Gen. Martinez Campos by Gen. Bor-rero which brought the quarrel between the two Generals to a crisis and provoked Gen. Martinez Campos to challenge the writer. The

letter concludes as follows:
"For many years you have been my enemy. My patience is ended, and I am now ready to do to you what the rebels in Cuba couldn't do." The Ministers are endeavoring to induce Gen Borrero to withdraw the letter, and if he refuses to do so he will be court martialled.

Every effort is being made in Madrid to prevent the duel. Gen. Primo Rivera, the Captain-General of Madrid, prevented the duel from taking place just as the the principals were being placed in position on the field vesterday. and both Generals were sent to their respective residences under nominal arrest. Gen. Azcarrace, Minister of War, has summoned both Gen. Martinez Campos and Gen. Barrero to the War Ministry, his intention being to procure promises from them that they will not fight. The Queen Regent is also seeking to pacify the would be duellists, and has requested their attendance at the palace to-morrow.

The republican press is profuse in its abuse of Marshal Campos, and offers to Gen. Barrero the leadership of the revolutionists.

BERRY WALL FOR ASSEMBLY Sol Berliner Disputes the Nomination with His Ex-Majesty of the Budes.

Evander Berry Wall, once called King of the Dudes, has gone into politics. He is the Treasurer of the Roscoe Conkling Republican Club of the Twenty-seventh Assembly district, an organization which adheres to the political fortunes of Platt and Lauterbach, and he has announced his intention to try for the nomination for Assembly next fall. As the Twenty-seventhdistrict is counted a Brookfield district under ordinary conditions. Mr. Wall would have no walkover in his contest, but he has more than the Brookfield men to contend with. Mr. Sol. Berliner has set his heart on having the Assembly nomination in the Twenty-seventh, and he save Wall can't have it.

"I am running as a politician, not as a freak." said Mr. Berliner yesterday while discussing Mr. Wall's aspirations and making his own distinct at the same time.

REDCOATS IN OUR ARMY. They Say in Hallfax that Uncle Sam En-

lists British Descriers, HALIFAN, June 4. it is asserted here that deserters from the British Royal Artillery are finding ready employment in the art liery brigades of the United States. Trained gunners are much in demand there, and extra inducements are held out to them to join.

The men who succeeded in deserting from Halifax and joined the artillery in the United States write letters to chums remaining here, pressing them to give "leg ball" likewise. It If is said the tempting of men to desert and go among the other assets of the Oneck Stable, to the United States may be secretly encouraged from abroad.

CIRCUS PARADE CRAZED HIM.

At a Parade of the Same Circus 24 Years Ago Weaver Met His Puture Wife, Pougnknepsie, June 4 .- Schuyler Weaver, a well-known fireman of this city, became raving have won had he been permitted to mad yesterday while watching a circus parade, carry a whip. Those who lest on the and to-day was adjudged insane and sent to the asylum. Twenty-four years ago, while watch- | for the Brooklyn. It required the stontest heart. ing a parade of the same circus, Weaver met the woman who became his wife, and with whom he lived happily until two weeks ago, when she died. In his delirium he tells the story of his courtship over and over again.

HAMMOND FREE TO-DAY.

He and the Other Johannesburg Leaders Will Be Set at Liberty. LONDON, June 4.-Mr. J. B. Robinson, the don, received a despatch to-day from Pretoria saying that John Hays Hammond, Col. Francis Rhodes, George Farrar, and Lionel Phillips, the four leaders of the Johannesburg Reform Committee, will be released from custody to-morrow.

UMPIRE SETH LOW PUZZLED. Technical Terms Require a Special Hear-

ing in the Printers' Trouble. President Seth Low of Columbia College, who has accepted the position of umpire in the dishas accepted the position of umpire in the dis-pute between J. J. Little & Co. and their print-ers, has appointed Thursday next for a hearing. The joint committee of Typographical Union No. 6 and the New York Typothete to which the trouble was referred and which selected Mr. Low as umpire, have sent him briefs giving both sides of the quarrel. Mr. Low, however, is puzzled by the technical terms of printers, such as "phat" and "lean." All these will be ex-placed to him at the hearing, which will take place in the afternoon at the rooms of the New York Typetheta on Fulton street.

YALE SENIORS DEFIANT.

They Tear Down and Burn a Staging for the Wool ey Statue. NEW HAVEN, June 4. Yale seniors defied the

faculty this morning while dancing around a roaring fire on the campus made out of a wooden staging that had been put up to assist in the elevation of the statue of ex-President in the elevation of the statue of ex-President Woolsey. They were angry because the corporation had selected as a sitt for the statue a spot in front of Durfee Hall, where the memorial would prevent the senior games by the fence. As soon as the staging was completed more than 100 seniors gathered around it and they all seemed to charge upon it at once. They tore it down, piled it up, poured kerosene on it, and applied fire.

SMALL FIRE CAUSES BIG HURRY. Fire Chief Runs Over a Child and Truck

Hits a Telegraph Pole. Rosie Rosenstock, 4 years old; of 167 Second street, was knocked down in front of her home yesterday afternoon by the wagon of Acting Fire Hattalion Chief Meagher, who was on his way to a fire. She was taken home and found way to a lire. She was to be uninjured.

Fire Truck 11, while leaving its quarters at 742 Fifth street, in answer to the same alarm. collided with a ielegraph hole, but no harm was done. The fire was a trifling blaze at 343 Sev-

The President's Family Go to Gray Gables. Washington, June 4.—Mrs. Cleveland and her three little girls, Ruth, Esther, and Marlion, and her maid, left by a special car attached to the 7:50 regular Pennsylvania Hallrond train this morning for the Fresident's summer cot-tage, "Gray Gables," at Buzzard's Bay, Mass.

The Maine Salls for Key West. FORT MONROE, Va., June 4.—The battle ship Maine sailed at 2 P. M. for Key Vest.

PRICE TWO CENTS.

THE ONECK STABLE'S PRIDE TARES THE BROOKLYN HANDICAP.

SIR WALTER WINS AT LAST.

Twenty Thounand Persons Saw the Great Race Yesterday-Cilford, the Favorite. Benten a Nose, and Should Have Won-Trowbridge & Co.'s Lithon Wins the 85,000 Expectation Stakes-Toral Gets \$1,000 for Winning with Sir Walter,

Sir Walter, the Oneck Stable's gallant little champion, won the Brooklyn Handicap at Gravesond restorday afternoon, but he was really the second best horse in the race, and Clifford, the favorite, beaten only a few inches unquestionably should have won. Sir Walter has been rated for years the most unfortunate thoroughbred in training. Prize after prize seemed within his grasp, when some dark horse would rush out of the ruck and rob the son of Midlothian of honors which appeared secure. Turfmen sympa-thized with Dr. Gideon Lee Knapp, who was the principal owner of the horse, but that good sportsman always smiled and said that Sir Waiter would do better another day. The other day came yesterday, but the voice and the hand he loved so well were stilled, and when the winner's number was holsted on the telegraph board there was a shade of sorrow on many a good sportsman's face, and many a man said while the cheers of the unturnking sounded in his ears. "Would that Dr. Kuapp were alive and here to-day!"

Clifford was probably the most pronounced favorite that ever went to the post for either the Brooklyn or the Suburban, and the result of the race proved that the public was right in its estimate of this game and speedy thoroughbred. The delay of forty minutes at the post killed Clifford, who carried the top weight. Some were prone to lay the blame on Clayton, who rode the son of Bramble, but the boy seemed to be riding hard all the way, and what looked like a marvellous burst of speed through the stretch was due to the fact that while the other horses were tiring Clifford plodded on and on and all but caught Sir Walter on the nost

There is only one thing to say about Sir Waler. The public knows THE SUN's opinion of him since he first appeared at Gravesend and defeated Dr. Rice and a lot of other swift two-year-olds. For his inches he is one of the most remarkable horses fouldd in this country. With the courage of the game cook he possesses speed and a beauty of form rarely equalled. Yesterday he was in the hands of a master, Frederick Taral, who got off in front rank at the start, kept him clear of all danger, free from pockets, and, when he found him tiring, nursed him and wheedled him over the line. His eyes were starting from their sockets and his nostrils were distended to the point of bursting; but Taral held him together, and by dint of the greatest skill kept him up to his work and he staggered over the line a nose in front of Cit-

AN ERRATIC PAYORITE.

New York's racing public has always had its idel. Years ago it was Miss Woolford, the shapely daughter of Billet and Fancy Jane. Then came The Bard, followed by the lordly Proubationr. Firenze and Salvator followed. Then came Lamplighter, supreme for a few Navarre. Walter was always sure of a warm reception, no matter what the company was and his appearance on the track was always a signal for the wildest applause. His record as a two-year-old and as a three-year-old was dazzling, and it was not until his career as a four-year-old that he encountered the genius of ill luck. That season hawas prominently placed in all of the big handscaps, losing some of them by a length and others by a nose. The same thing followed in 1895, and his victories were few and far between. Every year the fund capper imposed a high penalty on the horse, but the public, so fickle in most things, but faithful to the last when Sir Walter was

concerned, gave him their most hearty support. When Dr. Knapp died last winter, Sir Walter, determined to carry on the stable, and Sir the Brooklyn, and the Suburban. It is a matter of turf bistory how Sir Walter led up to the last hundred rards in the Metropolian, and was then beaten out by Counter Tenor and St. Maxim. Taral declared that he Metropolitan determined to back the little fellow however, to cling to anything in the race beyend Clifford after the performances of the son of Bramble at Morris Park, where his achievements entitled him to being considered quite

the best horse in training. A THRONG AT THE TRACK.

The withdrawal of Henry of Navarre and Handspring would, it was thought, prevent many persons from going to Gravesend yesterday, but such was not the fact. The attendance, while not up to that of two years ago, was very large, and the Breoklyn management have every reason to feel proud and complimented. The Brooklyn Handicap is a race to conjure with. Beginning with one of the greatest with Reginning with one of the greatest battles on record, when Dry Monopole, Blue Wing, and Hidalgo finished heads apart in 1887, it has produced more genuine races than any other event in the history of the turf of like duration. It is a race which engages the attention of the horse-loving public as soon as the weights are announced in the winter by Mr. Vesburgh, and holds the interest until the winner has passed the post. Then the average American citizen wants a tip on the hextrace. That's the Yankee of it. RADIANT DAY AND HIGH-TONED ATTENDANCE.

on the next race. That's the Yankee of it.

RADIANT DAY AND HIGH-TONED ATTENDANCE.

A more perfect day for racing than yesterday could not have been made to order. There was an occasional cumulus cloud to mottle the bine floor of the heavens, and the breeze, which blow from the east, smelt of the sait water and seaweed. The new rainwad arrangements brought the crowd quickly and confortably to the course, and long before the first race was called the grand stand was crowded in both its tiers and the lawn and paddock were thickly sprinkled with people. And such people:

Has anybody taken the trouble to note the improvement in the appearance of the men and women who patronize the soort of kings under the new order of things? Where are the lecches who formerly pestered every stranger who came to the betting fing or the paddoca? Where are the painted sirens who were responsible for most of the contumely which was heaped upon race tracks and racing, and where are the excupations tempters of juckeys and horsemen who laid the snares and always managed to cover their tracks? Gone, all of them; or, if any remain, they keep in the lackground and are being gradually crowded into obscurity. There is no room for them in this new age of prosperity in racing.

FAIR WOMEN AND BRAVE MEN A-PLENTY.

PAIR WOMEN AND BRAVE MEN A-PLENTY.

PAIR WOMEN AND BRAVE MEN A-PLENTY.

It was a pleasure to move about yesterday and observe the character of the attendance at Gravesend. The same feature was noticeable at Mocris Park. Could there be a higher tribute paid or a more fattering promise made of the future of racing it. Appends Thomsands of pretty women were in the boxes and seats of the stand, and men prominent in many lines of life mingled everywhere and exchanged opinions. It is needless to give names. The West, South, and East all sent their representatives to give tone to the occasion.

The Brooklyn Hamilton was considered a sure thing for Citford, and probably ofne-tenths of the 20,000 persons present had decided that he would win. With Henry of Nasarre and Handspring out of the way, the starters were carded. The obscure Pandin, who lever had any pretensions to Handbrap form, and whose entry was largely a jobs, was seratched, and this left eight candidates. Clifford opinied at even money, with St. Maxim second choice at 3 to 1, Sr. Walter was third in favor at 0 to 1, with 8 to 1 against Nanki Pool, 15 to 1 Counter Tenor, 20 to 1 each Hornpipe and Keenan, and 30 to 1 Lake Shore.

PLUNGING ON CLIFFORD.

Enough money to capitalize a national bank was shovelled in on clifford, and the plungers, with the exception of Pittsburg Phil, were on him to a man. Phil has always had a fondness for Sir Walter, and his money was placed on the white-faced darling of the